



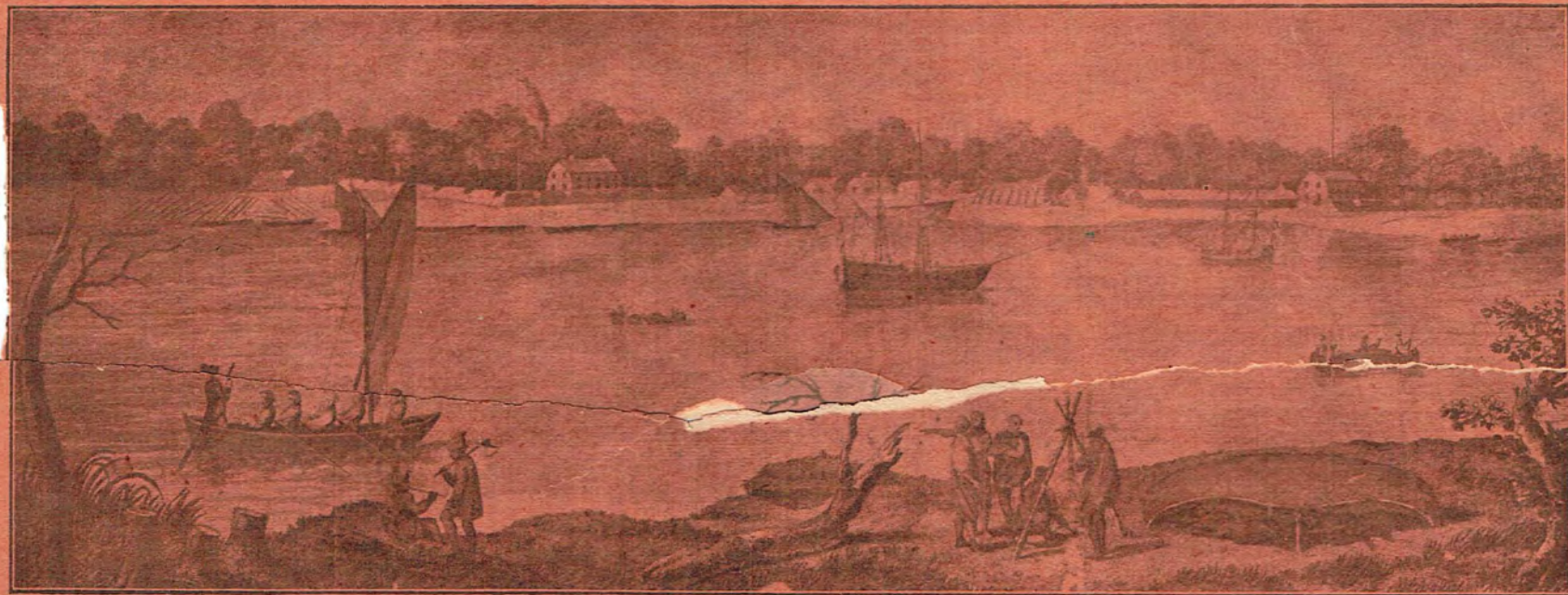
THE GOAT

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Vol. I.

Cavalry Barracks, St. Johns, P.Q., July 17, 1923.

No. 5.



A View of St. John's upon the River Sorell, in Canada, with the Redoubts, Works, &c.

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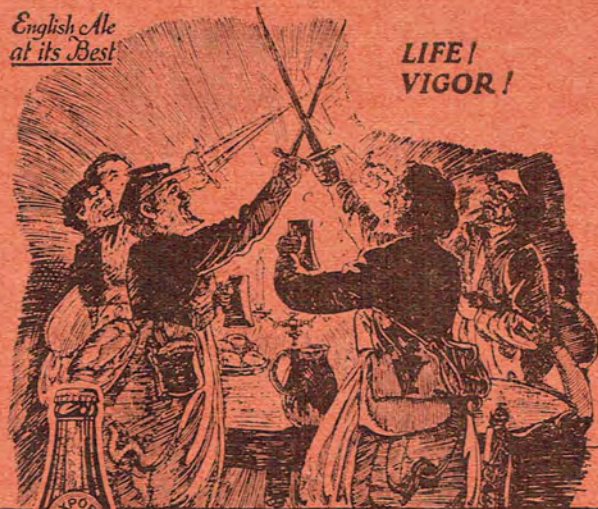
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'e made men weep on land and sea;
An' what 'e thought 'e might require,
'e went and took the same as me."

A Monthly Journal Published in Interests of "A" Squadron, R.C.D.

EDITOR—Q.M.S.I. A. M. Doyle (I.C.) R.C.D.

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Assistant Editor—Cpl. T. B. Sheehy, R.C.D.

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The Cavalry Barracks, St. Johns, Que., July 17th, 1923.

With the Permission of Major D. B. Bowie, D.S.O.

Training the Militia.

For the past two weeks four of the oldest mounted units in the Militia of this District have been in training in St. Johns. The 7th Hussars, the 13th Scottish Dragoons, the 17th Duke of York Hussars and the 5th Eastern Townships Mounted Rifles each sent a contingent to this year's Camp. It was styled a Cavalry School and only included combatant officers, non-commissioned officers and a small party of picked men. Courses were given enabling officers and N.C.O.'s to qualify for their rank while enough men were present to form a skeleton regiment for them to train. Two things can be said in favour of this new departure—it is a great saving in camp expenses and it ensures a high standard in those who are trained. Against this must be placed the lack of enthusiasm which a full quota of men creates and also the loss of such lessons in discipline, such incentives to patriotism and such familiarity with camp life and military routine as is acquired by everybody who attends a military camp. If we are not prepared or able to give this benefit to the full quota of men, a benefit that cannot be easily overestimated, the authorities are wise in keeping the units organized and a skeleton somewhat trained so that we could easily fill up the vacancies and have a force that could be called upon in an emergency. There was doubtless considerable loss of efficiency in the old and easy-going practices in the Militia whereby no heed was paid to the obligation of a man who had enlisted to go to camp for the three years in succession for which he had enlisted or else showing cause why he could not respond to the call. There was room for tightening up in this respect.

One salutary feature of the Militia today is the presence therein, especially among the officers and N.C.O.'s, of men who saw service in the C.E.F. Naturally these are the backbone of their

units. But the time draws on when others must fill their places and only a continuously trained force can supply the necessary recruits.

Concerning the units whose training in St. Johns has just closed we can only commend the showing they made as most creditable. They seemed to acquire the military air at once from the Barracks next which their lines were pitched and from that splendid unit "A" Squadron of the Royal Canadian Dragoons, whose fine work was a daily object lesson to them and from whose ranks their instructors were drawn. Their appearance when on parade was more like that of seasoned veterans than militia and their deportment when off duty was that of orderly and self-respecting gentlemen.—(News.)

Here and There.

Major General J. H. MacBrien, Chief of the General Staff, Ottawa, visited the Camp School on Thursday, June 26th. The General and staff left Ottawa at seven-thirty by a Vickers Amphibion and arrived off the barracks a few minutes before nine o'clock thus making the journey from Ottawa in less than an hour and a half.

After circling round barracks for a couple of turns, the craft, skillfully piloted, made a landing at the pier in front of the hospital, where the party landed. This machine is of a new type, it is capable of landing and taking off on land or water and is run by a Rolls-Royce engine.

Mr. W. S. Lee and Mrs. Lee, of Cleveland, Ohio, U.S.A., were the guests of Sgt. and Mrs. Hopkinson during the latter part of June. Both enjoyed their visit having travelled by the Great Lakes from Cleveland to Buffalo, then via Niagara Falls to Toronto and through the Thousand Islands to Montreal. The experience of liv-

ing in Barracks was a novel one and judging by their appearance on leaving it had evidently agreed with them. Bill we know, for sure, was sorry to go. Come again old chap.

Our ponies "Maggie" and "Jiggs" had a great time during the camp. They raided the forage dumps of the various units on all possible occasions and kept the stable sentries busy chasing them away. "It's an ill wind that blows nobody any good."

Like a bolt from the blue orders came from Ottawa on Wednesday 4th July and a detachment of "A" Sqn. R.C.D., numbering forty men and three officers, with their horses, left on the C. N. Rlys. by special train at 9 p.m. en route to the scene of the strike at Sydney, C.B. The party was in command of Major Caldwell, and with him were Major Stethem and Capt. Leblanc. Capt. Halkett, M.C., R.A. M.C., also went along as Medical Officer. The trip is no novelty to the members of "A" Squadron, who went down, as they had a similar experience last year.

The competition for the "King's Medal" will take place at the annual rifle meeting of the Dominion of Canada Rifle Association at Connaught Rifle Ranges, Ottawa, during the week commencing August 13th, 1923.

Sgt. Instr. Paul Boudreau, R.C.D., Sgt. J. Langley, R.C.D. and A/Sgt. R. Harris, R.C.D., are attending the P.T. course at Kingston, Ont.

S.S.M. L. Harry Karcher paid a flying visit to the barracks while on his way to Sussex, N.B., to act as instructor to the Cavalry Units in camp from M.D. No. 7.

Capt. D. Grant, M.C., R.C.D., and Sgt. R. Davis, R.C.D., have returned from instructional duty at the Cavalry camp at Prince Edward Island.

A Militia Staff Course will commence at the Royal School of Cavalry on Monday, July 16th for a period of two weeks.

Lt. Col. J. R. J. Duhaute, O.B.E. R.C.A.V.C., and Q.M.S. E. Nicholls, R.C.A.V.C. of M.D. No. 5, Quebec City, were attached to the Camp during the training period.

Pte. Bill Powers, who has been employed as furnaceman for some time, has come to the conclusion that the soft coal used in barracks does not make enough smoke. He has now taken his discharge and gone to Pittsburgh, Pa. From our

knowledge of that city Bill will get all the smoke he wants. Good luck Bill, have one of their famous stogies on "The Goat."

The following N.C.O.'s were also attached to the Camp staff:—

S/Sgt. Benford, R.C.O.C., M.D. No. 4.

S.M. R. Lashleigh, W.O. 1, R.C. A.P.C.

Sgt. J. F. A. Feeney, C.M.S.C., M.D. No. 4.

S/Sgt. G. E. Callicott, C.M.S.C., M.D. No. 4.

S/Sgt. Monaghan, R.C.O.C., M. D. No. 4.

Lt. Col. J. R. J. Duhaute, O.B.E., will be remembered by the original members of the old Canadian Cavalry Brigade. He served as Veterinary Officer with Lord Strathcona's Horse (RC.)

We were all glad to see Capt. Terroux and Sgt. Major Moore, the former with his arm in a sling and the latter doing a Chelsea Pensioner stunt on crutches, fall in with the 17th on the day camp broke. We hope they will, both, be soon well again.

A great many inquiries have been received in this office as to the reason Sgt. Major Thame was wandering about the streets of our Metropolis on Monday night last. Was he locked out or was it the effect of the intense heat of the sun on the Camp grounds.

Capt. M. H. A. Drury, R.C.D. and Sgt. R. Davis, R.C.D., will leave for the Canadian Small Arms School, Connaught Ranges, Ottawa on July 23rd.

HERE AND THERE AT CAPE BRETON.

On Monday, July 9th the steel works awoke from its period of inactivity. Smoke was observed coming from nearly all the stacks, and even Charlie Hill's anvil gave forth sweet music for the first time.

The strike affects different people in different ways. If one told Tom King or Bill Campbell about a week ago that they would consume a bar of chocolate in public, these gentlemen would have been mildly curious regarding one's mental state; but that is just exactly what they have done,—not once but many times. I shudder to think of Bill Hargreaves reading this. Pte. Desnoyers, on the other hand, coming into a vast engineering plant of this description, has given his mechanical bent free rein; the naive manner with which he unfolded his novel hiding-place

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for cup, plate, knife and fork drew forth roars of laughter. Hoppy carries long just the same, muttering mild imprecations and dispensing borrowed wisdom. On a very wet day, recently, he remarked most appropriately—"Misery, thy name is Sydney."

(Heading of a paragraph in The Sydney Post, July 9th):—

"Dangerous Derelict Sent to the Bottom."

"Body of seaman given a Sailor's Burial."

While knowing nothing whatever of the habits or manners of the deceased, we think it very discourteous and unhuman to speak so disrespectfully of the dead.

"Rumour is a lying Jade!" So says an old proverb, but in Sydney she is a many-tongued one. If a Unit were to go wherever rumour sends it—I'm sure that Unit would have a very interesting and protracted trip. I have often thought that I would like to track the rumour-origimator to his lair; secure him in a steel cage, and then have people come to him and confidently repeat all the latest news. He would be driven insane inside twenty-four hours, and serve him right.

There is a great dearth of reading material up here, and Old Bill's "Book" is sadly missed.

When one visits a strange place, the usual procedure is to become acquainted as soon as possible with the local vernacular. Sydney has many choice and apt expressions. The liquor in Ward 5 is referred to as "Tarantula Juice." By the way, this is supposed to be a Dry Province, but it's worst enemy could never accuse it of being that. When one desires to be original, whiskey may be called "snakes brains and lightning," and then there are lots of expressions which, somehow, do not look well in print.

The General Offices of the Dominion Steel Company are situated opposite our lines, and in these offices a number of young ladies are employed. Now I do not wish to tell tales, but I think certain officers should remember that they came here to maintain order and not to flirt with Sydney Damsels by means of "deaf and dumb" signals, in French.

A Sydney newspaper commenting on our arrival, stated:—"The soldiers arrived in town in full uniform and 'impedimenta'." Whether this meant that we were an impediment to the strikers or were being impeded by the same down-trodden mortals, is a matter for discussion. T. B. S.

Old Comrades.

The following is a list of some of the old members of the Regiment residing in M.D. No. 2; this will be continued in our next issue:—

Maj. Gen. V. A. S. Williams, 211 College Street, Toronto.

Maj. Gen. F. L. Lessard, Meadowdale, Ont.

Brig. Gen. C. M. Nelles, Niagara-on-the-Lake, Ont.

Major E. A. Hethrington, 86 Chestnut Park Road, Toronto.

Major T. M. Moss, 80 Isabella Street, Toronto.

K. G. Atkins, 289 Brunswick Ave., Toronto.

H. Cokran, 2255 Spadina Road, Toronto.

F. V. Johnson, 40 South Drive, Toronto.

H. D. Warren, 95 Wellesley St., Toronto.

S. Andrews, St. Catharines, Ont.

C. Andrews, 132 Toly Ave., Toronto.

W. M. Apperly, 75 Crescent St., Toronto.

J. Allison, 6 Westwood Ave. Todmorton, Toronto.

W. Allison, Box 14, Coleman P.O., Ont.

A. W. Beadle, 24 Dartnell Ave., Toronto.

R. Beatty, G.P.O., Toronto.

W. Buckingham, 224 Rose Town Ave., Toronto.

R. T. Bates, 193 Mutual Street, Toronto.

H. Bridges, 465 Delaware Road, Toronto.

J. L. Burch, Sutton West P.O., Ont.

L. Bradley, Parkdale, Toronto.

M. Bennett, 585 Concord Ave., Toronto.

W. Chessman, 55 Hallam Street, Toronto.

A. Clark, 172 King Street W., Toronto.

R. J. Cunningham, 60 Garnock Ave., Toronto.

J. H. Corless, 234 Richmond St. W., Toronto.

J. Crowley, 880 Bloor Street W., Toronto.

B. J. Conderan, 338 Grace St., Toronto.

C. A. Counter, 53 Howland Rd., Riverdale, Toronto.

W. J. Currie, Islington P.O., Ont.

On their sea-side holiday Claude asked his friend's advice. "I say, how do you teach a girl to swim?" "That's easy," Henry answered. "You take her gently down to the water, then put your arm around her and whisper, 'Darling, don't be frightened!'" "Nonsense," growled the other, "she's only my sister." "Your sister? Oh, well, just shove her in."

OFFICERS' DANCE.

On Friday evening, June 15th, 1923, Major D. B. Bowie, D.S.O., R.C.D., and the officers of the Cavalry Barracks, St. Johns, were at home to their friends. The guests were received in the ante-room by Mrs. D. B. Bowie, Mrs. E. L. Caldwell, Mrs. H. Stethem, and Mrs. L. D. Hammond.

The many beautiful dresses of the ladies and the various coloured mess kits of the officers, presented a brilliant scene in the large Mess Room, which was cleared for dancing. Music was furnished by the McGill orchestra from Montreal.

The halls were tastefully decorated with flags, swords, rifles, and various articles of military clothing and equipment. One portion of the hall, arranged as a miniature stable showing articles of saddlery, grooming kit, stable utensils, etc., proved of special interest to the guests, while the Hospital Tent under the able supervision of "Nurse Barraclough" proved a centre of attraction and rendered valuable "First Aid and Medical Comforts," to all who feared the danger of suffering from exposure or shock.

"Noblers Great Circus" was engaged at tremendous expense, the "big tent" was erected on the lawn, and at midnight the guests were invited to enter the menagerie tent. Few circuses today possess the equal of the varied collection of animals on display: "The smallest Zebra in the World"; "Bruno" the dog faced boy captured at Blue Bonnets 1923, and "Laddie" the Forest Bred lion were only a few of the rare specimens on exhibit. There was a rush for ringside seats for the big show, which commenced with the traditional parade around the ring. Mr. Nobler himself headed the parade, followed by the famous band of Gold Medalist musicians under the direction of Professor Snape, and herds of highly trained animals, clowns, etc. The performance included clever animal acts by highly trained bears, monkeys, and horses, also Professor "Liftem," who succeeded in breaking his previous weight lifting record by 1,000 pounds.

Supper was served in the Billiard Room, and dancing continued until the small hours of the morning.

About one hundred and fifty guests were present from Montreal, Ottawa, Sherbrooke and St. Johns.

At Ascot, we read, there were some wonderful fur coats of sable, ermine, mink and moleskin. There were some races as well.

The Historic Richelieu Valley

(By Major the Rev. A. H. Moore, M.A.)

PART II.

The first article of this series told something of the story of the Richelieu Valley during the French regime and up to the time when, upon the surrender of Isle aux Noix and St. Johns, in August, 1758, the Union Jack of England displaced the Fleur de Lys of old France. The course of events under British rule must now occupy our attention.

With English supremacy established in Canada, we might easily expect to find that rapid strides would have been made in the settlement of the rich lands along the Richelieu, in the latter part of the eighteenth century. Space will not permit me to dwell upon the developments along this line during the fifteen years following 1760. Available settlers were few in number, and those already established now settled down to agricultural pursuits, in comparative security. But not for long. Storm clouds were soon seen piled heavy and dark on the southern horizon and the storm broke in 1775. The Boston tea party had taken place. The thirteen American colonies were in revolt.

We have not time now to be concerned with general political history, but it is worth while noting that the Quebec Act, under which Canada was governed for seventeen years after 1774, caused great resentment in the thirteen colonies to the South and was invoked as one of the many reasons why Canada should make common cause with them in their rebellion, or else at least preserve a benevolent neutrality. This appeal to the Canadians fell upon responsive ears in the Richelieu Valley. When H.R.H. the Prince of Wales visited St. Johns, on Oct. 29th, 1919, an address was presented to him which claimed that "In 1775 the sons of the Richelieu Valley rose as a **live rampart** to stop the wave of independence that Montgomery wished to roll over them." They did nothing of the kind! Attested facts quite disprove this claim. Here are a few assertions, culled almost at random from Kingsford's narrative of these stormy days:—

When the troops of Congress had arrived at Isle aux Noix, in 1775, he observes, "It became known that they were unopposed by the habitants, and had been supplied with food and intelli-

gence." Again, "The majority of the habitants, living in the district of the Richelieu, were to be found on the side of Congress, and a considerable number took the field." When Maclean was attempting to recruit a force to withstand the invader, affairs on the Richelieu being desperate, "The habitants to save themselves from being forced to serve took to the woods." Later, Chabot appeared with considerable naval force near Sorel, and Kingsford observes that "This exhibition of force induced several of the habitants of the Richelieu parishes to enrol themselves, declaring their readiness to serve the King; but no sooner had they received their arms than they deserted to the side of Congress." Badeaux tells of the bad feeling observable in the several parishes of the Richelieu, "most of the inhabitants taking the side of Congress." (Kingsford, Vol. V, P. 423). Thus the "Live rampart" of the Address passes as a fiction; and I have only alluded to it in the interests of historical accuracy and that I may go on and say that many of the English settlers were either disaffected or actually engaged in sympathetic assistance to the invader. One Hazen, who owned land both in Iberville and St. Johns, was especially troublesome and traitorous. This by way of illustrating the difficulty which Sir Guy Carleton and his forces had to face when the storm actually broke upon Canada.

When Ethan Allen and his Green Mountain boys captured Ticonderoga, on May 10th, 1775, and practically broke British power on Lake Champlain, a small King's sloop rode at anchor at St. Johns, along with several batteaux. The sloop was coveted by the rebels and Benedict Arnold proceeded down the river, captured St. Johns on May 17th, and took away the sloop, the small garrison of a sergeant and twelve men, seven sailors and some small stores. The batteaux were destroyed. He was met on his return journey by Ethan Allen, who insisted on returning with a party and holding the ground taken at St. Johns. Allen camped opposite the captured Fort, but was attacked by 200 regular troops from Chambly, under Capt. Anstruther, and forced to retire, reaching Ticonderoga on May 21st. This small raid was of great consequence to the British as it destroyed their means of transportation into Lake Champlain.

Preston's Heroic Defence.

It now became evident that St. Johns was, as Parkman says, "the key to Canada." Steps were taken at once to make the place tenable. A considerable fort was built, consisting of two redoubts built about a couple of stone houses; earthworks were hastily erected and the whole enclosed within a palisade; the inside only of which was sodded. The British force in Canada at the time was exceedingly small but Sir Guy Carleton* considered Quebec safe from attack and despatched the troops stationed there to carry on the work and hold St. Johns in case of attack. Major Preston was placed in command while down the Richelieu, at Fort Chambly, Major Stopford was in command of a rather strong stone structure right on the banks of Chambly Basin. It became evident that an attack was imminent and, as the whole country along the Richelieu was open to the troops of Congress, the above-named forts being the only exceptions, the hopes for defence centred in these two posts. General Schuyler, Commander in Chief of the troops of Congress, assembled to invade Canada, handed over the task to General Montgomery who had upwards of 3,000 men under his command. By the time Montgomery reached a point near St. Johns Major Preston had a garrison of 696 all ranks, while the force at Chambly numbered 82 men. This seems a small force with which to hold out against so formidable an attacking army, and when it is remembered that St. Johns has no natural advantage for defence, Major Preston's position appears to be desperate enough. Add to this the fact that blankets and other equipment for the garrison from Montreal failed to reach the garrison, that shelter was scant at the outset and after a few bombardments was non-existent, and his defence of the place for forty-six days deserves to rank among the most stubborn and heroic in the annals of Canadian warfare. His diary of the siege has recently been published in the Proceedings of the Canadian Archives and is most interesting reading. The siege began on Sept. 17th, and the heroic defenders drawn mainly from the 7th Fusiliers, the 26th Regiment and the Royal Artillery,

*Sir Guy Carleton, afterwards Lord Dorchester, was Governor of Canada and "Vice Admiral of the Same," a designation still borne by the Governor General. He was one of the finest and ablest statesmen England ever gave to her colonial possessions and is rightly styled "The Father of British Canada" by Colonel William Wood, in his work bearing that title in the Chronicles of Canada Series, to which the reader is referred. never slackened in their vigilance

or their resourcefulness. Montgomery, whose main camp lay along the creek that now bears his name, became depressed at the protracted and unsuccessful effort to subdue the little garrison and sent to the South for heavier artillery. He had batteries all around the Fort and across the River but could not daunt the defenders.* Some idea of Major Preston's complete isolation can be gained from the fact that on Sept. 25th the impetuous Ethan Allen attempted to capture Montreal with a small force, but was taken prisoner. As Preston held out, waiting from day to day for relief from Montreal, not knowing that Carleton's efforts to that end had failed because a strong force of Congress soldiers prevented him from landing on the southern shore of the St. Lawrence, he received a staggering blow when informed that Major Stopford had surrendered Chambly on Oct. 18th. Stopford's action was a piece of unpardonable cowardice. He might have held out for some time, but when a single gun was brought to bear against his strong fortress he gave up, not even destroying his stores nor casting his powder into the Richelieu. The result was that Montgomery at once replenished his failing stock of ammunition and supplies from the Chambly spoils and Preston's position became hopeless. Stopford was returned to England and instead of being tried by court martial and shot, as he deserved, this cowardly son of a British peer was elected to a seat in the House of Commons! It was not, however, until Nov. 2nd, when provisions for only three days remained, and all ammunition was spent that Preston capitulated and marched out of the fort with all the honours of war. When articles of capitulation were being arranged Montgomery sent Preston a draft containing a commendation of the "fortitude and perseverance of the garrison" but saying, "I wish they had been (shown) in a better cause." Preston insisted upon this indignity being erased, declaring "The Garrison being determined to die with their arms in their hands rather than submit to the indignity of this reflection." This retort doubtless inspired a similar one from Burgoyne to Gates at Saratoga, two years later, and in this instance it prevailed. The words objected to were struck out by Montgomery! The fall of St. Johns opened the way to Montreal which surrendered to Montgomery ten days later. During the siege every eighth man in the garrison was either killed or wounded, but Major Preston's diary reads true

*See plan of siege on page 4.

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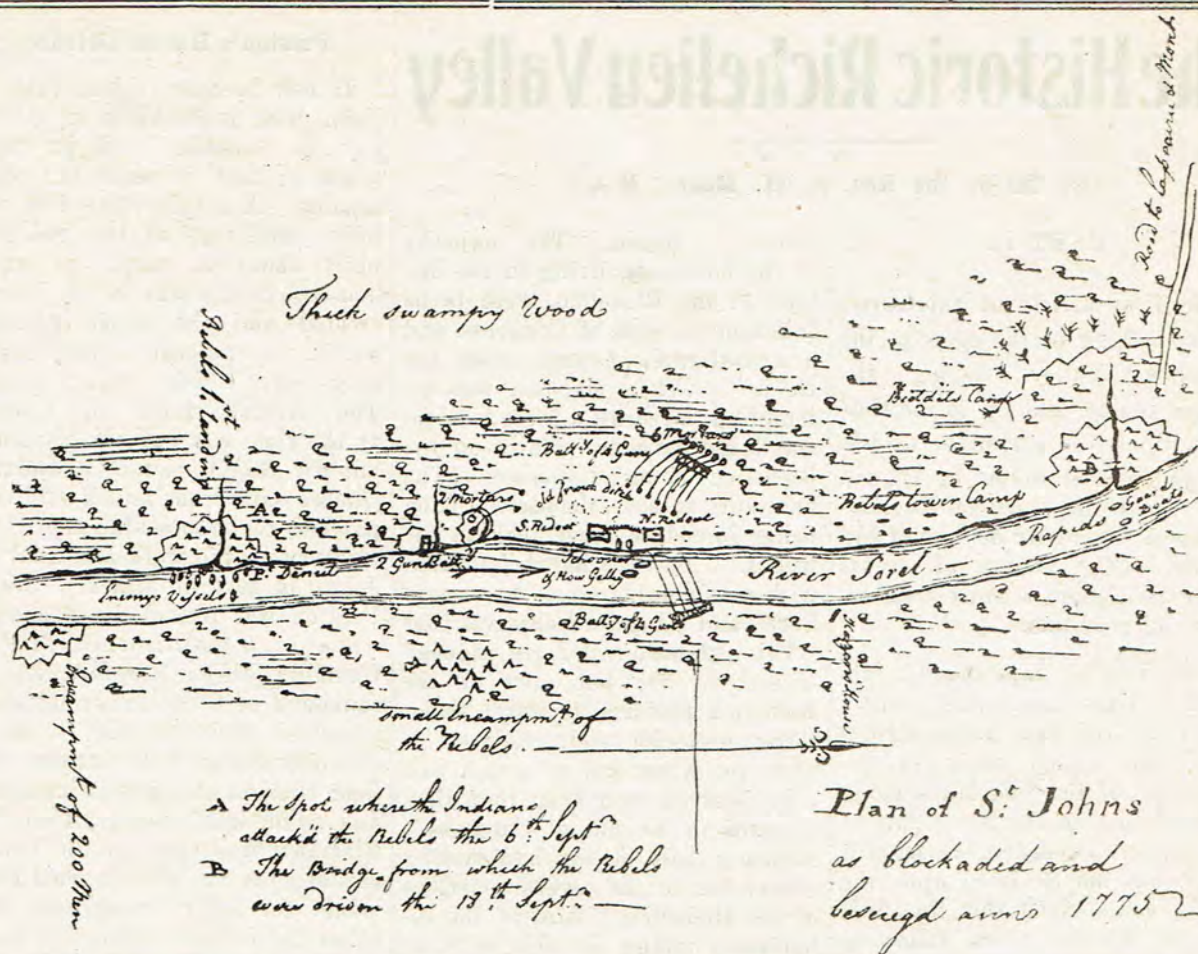
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to the spirit that demanded honourable conditions for the surrender of the place.

Montgomery was now free to follow his original purpose and storm Quebec, but St. Johns had held him up, winter was upon him, and his fate was encountered before the rocky fortress on the St. Lawrence. The heroic resistance offered by Major Preston's garrison at St. Johns was not in vain.

It may here be noted that it was at St. Johns, in 1775, that the first fruits of the wise policy of Sir William Johnson, Indian Agent, began to be effectively reaped by the English; for the first assistance they received from the Indians was at that time. The name of this renowned Indian Agent is commemorated in this locality by "Mount Johnson," standing to the east of Iberville, which was named after him.

Naval Operations.

An aspect of historical operations along the Richelieu, to which casual reference has already been made, is that which has to do with the naval strength and encounters of the combatants. Reference was made to Arnold's capture of a King's sloop at St. Johns, in 1775. In his defence of St. Johns, Major Preston had the assistance of a schooner, called the Royal Savage, a row galley and batteaux fitted as gun boats. These, however, were of little use. They serve to remind us that sea power was a factor in the fight and that later on important naval battles were

fought on Lake Champlain, preparations for which were made by the British at naval yards both at St. Johns and Isle aux Noix. During the summer of 1776 the former place was the scene of great activity of this sort. The planking and frames of two schooners were taken apart at Chambly and transported by land around the rapids. They were reconstructed at St. Johns. A ship of 189 tons was brought from Quebec and rebuilt in this way. Thirty long boats and a 32 ton gondola were also added, and when Sir Guy Carleton left St. Johns, on October 4th of that year, to attack the American fleet in Lake Champlain he commanded a ship, two schooners, a flat bottomed radeau, the gondola and twenty gun boats. The British had forty-two available guns in this fleet thus hastily made ready. With this force they wiped out the American fleet in the battle off Fort Ticonderoga.* In the war of 1812 the tables were turned on the British, and the victory won by the Americans in the naval battle of Plattsburg, put an end to the contest for the mastery of this great inland sea. This only in passing to do scant justice to an aspect of operations that was most important although little thought is given to it in modern times.

*In this fight Carleton recaptured from Arnold's fleet the British ship, "Royal Savage," which had been at St. Johns during its defence by Major Preston the preceding year, and which the rebels took South with them on their retirement from Canada.

After the American forces had retired from Canada, in 1776, and the naval supremacy of the British on Lake Champlain was established for a time by Carleton, a number of the British troops were settled along the Richelieu and absorbed into the civilian life of this district. The Government turned its attention to making strong the defences on the river. Between 1778 and 1784 the sum of £24,000 was spent on rebuilding and improving the defences at St. Johns. Just what the nature of this work was, I have not been able to ascertain, but it was far from permanent, for in the Canadian Archives I came across a report of a military engineer who visited St. Johns in 1804 and reported that only vestiges of these works remained.

The Fight at Lacolle Mill.

We come now to 1812-14 and the invasion of Canada by the Americans which resulted so disastrously for them at Chateaugay. Our attention is claimed for a moment by the stubborn and successful defence of the old mill at Lacolle, on March 30th, 1814. General Wilkinson mustered a large force of Americans at Plattsburg for the invasion of Canada, as early as possible in that year. He crossed the Canadian frontier on March 22nd, and took possession of the village of Philipsburg, on Missisquoi Bay. He then went back to the western shore of Lake Champlain and with a force of 5,000 descended from Rouses Point to find his progress checked by a small force of less than 500 men

under Major Handcock at Lacolle. Here in a two storey building 50 feet long by 36 wide, standing near the Richelieu, in a clearing extending about 100 yards from the mill, a decisive battle was fought.

At one o'clock in the afternoon of the 30th, Wilkinson, after having made a demonstration against the outpost at Burtonville, occupied the woods close to Lacolle Mill with his entire forces, which he deployed into line with a view of surrounding the British position, and carrying it with the bayonet. His troops were in high spirits as they advanced; but the well aimed and rapid fire with which they were received, soon caused them to waver and retreat into the woods for shelter. Three guns (an 12, 12, and 6 pounder) were now brought to bear upon the mill, within point blank range. These guns were badly served and did little damage, while the artillerymen suffered severely from the British musketry and the fire of their two guns. The enemy was also held in check on the side of the Richelieu by the fire of two sloops and two gun boats which had advanced towards the scene of action from Isle aux Noix; but these had to remain too far away to do much damage. Desperate as were the odds the flank companies of the 13th Regiment and the Canadian Voltigeurs and Fencibles made two gallant charges in turn in an attempt to capture the enemy's guns, but were repulsed into the Mill by sheer force of numbers, the fire of his artillery as well as of two brigades of infantry being directed against them.

For full four hours did these few hundred gallant men withstand an army. As evening approached their ammunition began to run short. Still they did not quail. Not a man spoke of surrender; and the daring front they had shown during the day deterred the enemy from attempting to assault their position with the bayonet. At six o'clock Wilkinson retreated from the Canadian grist mill, completely foiled and beaten, and retraced his steps to Plattsburg. His repulse was infinitely more disgraceful than that sustained by General Abercrombie before the lines of Montcalm at Ticonderoga. There the British bravely endeavoured to storm the works of the enemy; here the American army made no such attempt. Major Handcock's loss was eleven killed and forty-six wounded. This gallant defence of a frontier post on the Richelieu marks the last effort of an invader to enter Canada in this district.

Agricultural and industrial developments along the river proceeded rapidly in the first quarter

of the last century. At Clarenceville, Lacolle, Dorchester (now St. Johns), the village of St. Joseph at Chambly Basin and other points, thriving settlements were in evidence. Sturdy and refined English and French families created an atmosphere of culture and progress in which many leaders for provincial and national life were reared. English and Roman Catholic parishes were formed, schools built and all the conditions necessary to progressive life provided. The Rev. Canon Townsend began the work of the Church of England at Clarenceville, in 1815, and in 1817 a church was built at Dorchester (St. Johns) and a parish established there by Royal Letters Patent in 1822. This is one of the seven Rectories in the Diocese of Montreal so constituted. A parish had been similarly constituted at Sorel in 1791, while the English Church at Chambly was built in 1820.

Chambly Canal Built.

While these developments were going on, the Richelieu was becoming more and more appreciated as a great water way to the United States. Reference has been made to naval operations and the feats performed in transporting ship timbers from Chambly to St. Johns. In doing this kind of work in 1745 the French really began the Chambly Canal by removing rocks to permit the transportation of these timbers. The earliest proposal that a canal should be built came from one Silas Dean of Connecticut, in 1787. The war of 1812-14 revealed the importance of having a through waterway and a Bill passed the Legislative Assembly of Lower Canada in 1818 authorizing a company to build the canal. Little was done until an appropriation for the work was passed in 1823. A beginning was soon made at St. Ours, 14 miles above Sorel, in 1830, but progress was slow and most unbusinesslike, one plan being abandoned when partly completed. Communication was established between Chambly and St. Johns through the Canal in June, 1836, but connection with Chambly Basin was not made until after the Union of Upper and Lower Canada. The works at St. Ours were only completed in 1844. In 1850 the Canal was considerably improved to give a navigable depth of slightly less than seven feet. There are nine locks in a distance of 13 miles, with a total lockage of 74 feet. In 1867 the total cost was reported to have been \$634,711.

Canada's First Railway.

More striking, perhaps, is the fact that the first bit of railway

in Canada, the St. Lawrence and Lake Champlain, was built to connect St. Johns on the Richelieu with Laprairie on the St. Lawrence. The charter for this road was granted in 1832. There were 74 proprietors in the Company which had an authorized capital of £50,000. Louis Papineau strongly opposed government ownership of railways when this charter was being discussed. The prospectus proposed to carry passengers of the new railway at the unprecedented speed of 10, 12 and even 15 miles per hour. The rails were of wood overlaid with sheet iron. Construction began in 1835. The road had a five feet six inches gauge. The first train was drawn over the line on July 21st, 1836.

The little engine, called the "Dorchester" weighed only 12,544 pounds. It was built in England and brought by barge from New York to St. Johns. A few days before the official opening of the road, on the date named above, it sustained an accident and it was deemed advisable to attach to it only two of the passenger cars while the others were drawn by horses. Some three hundred persons, including the Earl of Gosford and other high officials, were present, to take this first trip over a Canadian railway. The rolling stock of the road consisted of the engine, four passenger cars each carrying eight persons, and of twenty freight cars, with a capacity of about ten tons each. It was a gala day for St. Johns. During its early career horses had to be stationed on certain grades to help the engine out when it got stalled. This railway supplied a link in the passenger and freight service up the Hudson from New York, across Lake Champlain and down the Richelieu to St. Johns. There is no perceptible fall in the river Richelieu from the Lake to St. Johns, a distance of over twenty miles, and the Indians used to call St. Johns the foot of the lake.

In the next and concluding article of this series the events of 1837-38 in the Richelieu valley will be dealt with and also the activities at the Military Depot at St. Johns during the Great War.

The children of a New York East Side School were being instructed in the difference between a Cynic and a Stoic. Before proceeding with the lesson, the teacher asked her class of little boys what they thought the two terms meant. One boy called Izzy said: "Ve got in our rooms a 'cynic' what ve vash dishes in it by hot and cold vater, but a 'stoic' is vun of them boids wich they bring already babies."

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One wet day at the Cavalry School Camp, St. Johns, Que.

Camp News.

The strength of the various Units in Camp was as follows:—

	Off.	W.O's	N.C.O's	Men	Total	Horses
7th Hussars	12	2	21	37	72	43
13th S. L. D.	4	2	23	27	56	50
17th D.Y.R.C.H. . . .	11	2	25	23	61	50
E. T. M. R.	12	2	19	21	54	43
No. 3 Sig. Troop. . .	1				1	
No. 5 Sec. C.A.V.C.			3		3	
	40	8	91	108	247	186

The Riley Cup Race.

Major D. B. Bowie, D.S.O., R.C.D., won the Riley Cup Race which was held on Friday, July 6th, on the St. Johns Golf Club course. The race was open to all Officers in the Camp School and the Staff. The race was run at Catch Weights. Major Bowie, on "Countess," finished three lengths in front of Lieut. Hammond, R.C.D., who rode "Polly." The Riley Cup was presented by Mr. John Riley, brother of Lt.-Col. James J. Riley, 17th D.Y.R.C.H. In pre-war days it was raced for at the Fall Meet at Blue Bonnets, Montreal. The competition was open to Officers in uniform under the following conditions:—Distance 6 furlongs (flat), weights to be carried, 170 lbs. for half-breds, 180 lbs. for thoroughbreds. Owing to the difficulty of carrying weights the race was run, with the consent of the competitors, at catch weights, on the present occasion.

The Riley Shield. (Despatch Ride)

Conditions:—Distance of race,

about 4 1-3 miles. Jumps, 5 in number, height 3 ft. Competitors drew numbers before the start of the race and left at five minute intervals in the order the numbers were drawn. The horses marked for condition at the finish, viz., Good 50 points; Fair 20 points; Bad or showing signs of distress 0 points. Marks for jumping: all clear or brushing 10 points; knock down 5 points; avoiding jump, 6 points. Race to be ridden within 30 minutes. Points for completing course within specified time 30 points. Points deducted for every minute taken over 30 minutes 5 points. Competitors ride in service dress, catch weights and with either military or hunting saddles.

The race for the Riley Shield, presented by Lt.-Col. James J. Riley, former commanding officer of the 17th Duke of York's Royal Canadian Hussars, was held on Saturday, July 7th around a specially prepared course in the vicinity of the barracks. This is the first time the shield has been competed for since before the War. On the last occasion it was won by

Major D. B. Bowie, D.S.O. Capt. Johnson, 17th D.Y.R.C.H. is now the proud possessor of the Trophy with a total of 75 points. Lieut. L. D. Hammond, R.C.D., second with 70 points and Lieut. Miller, E.T.M.R., third, with 65 points.

Lieut. Terroux, 17th D.Y.R.C.H. had the misfortune to break his arm owing to his horse coming down with him shortly after starting.

Judges at finish—Bri.-Gen. C. J. Armstrong, C.B., C.M.G., Lt.-Col. Duhault, O.B.E., R.C.A.V.C., Capt. Cromwell, C.A.V.C., Col. E. Gill, M.C., 17th Hussars; Capt. Drury, R.C.D., S/Sgt. Ellis, R.C.D.

Starters—Major D. B. Bowie, D.S.O., R.C.D.; S/Sgt. Ellis, R.C.D.

By the kind permission of Brig. Gen. C. J. Armstrong, C.B., C.M.G., a dance was held in Victoria Hall on Monday evening. The personnel of the Camp, who organized the "Hop" have every reason to be pleased with their efforts, judging by the numbers who attended, and by the quality of the entertainment provided. Dancing commenced about 9 o'clock, and from then on to the Grand Finale, there was not a dull moment. Gen. Armstrong, Lt.-Col. Wilcox, E.T.M.R., and Lt.-Col. Gill, 17th D.Y.R.C.H., were present and seemed to enjoy themselves thoroughly, as a matter of fact the majority of the younger soldiers present had nothing on the General when it comes to "tripping the light fantastic toe." The orchestra was supplied by the 7th Hussars, S/Sgt. 'Nobby' Ellis, R.

C.D., in command of the drums, left nothing to be desired, and their efforts met with many a demand for encore.

Sgt. Major Moore, 17th Hussars met with a painful accident while marching to camp with his Unit from Montreal. His horse slipped on the wet pavement shortly after passing the starting point and came down, crushing old Tom's ankle severely. He mounted again and made the long ride to St. Johns, where he was admitted to the Station Hospital. When the swelling was reduced an X-ray photo showed that one of the small bones of his foot was broken. Tom received a lot of sympathy from the members of the R.C.D. Sgts. Mess, one N.C.O. remarking, "Old Soldiers never die."

Lt.-Col. Farnsworth, 7th Hussars, was anchor in the officers tug of war team. He proved to be a tower of strength for his side.

Jack Lawford and Freddie Forbes paid a short visit to the camp and billeted themselves on the 17th Hrs. They were full of their usual good spirits and thoroughly enjoyed themselves. Their stay might have been more prolonged only they were placed on fatigue chopping wood for the cooking stoves.

"It was a grand and glorious sight" we saw on Tuesday afternoon on the camp grounds, Col. Gill, and Capts. Hutchinson, Hamlet and Johnson in their shirt sleeves hard at work cleaning up their lines prior to marching out. Tables, forms and camp stoves were handled in a manner which would have done credit to a gang of furniture movers. Capt. Delacourt was in evidence also and assisted, in giving by numbers the detail of the various movements of the carrying party.

On Thursday, July 5th, the final of the Tug of War, which was not decided on the Sports day, took place on the Barracks Square, between the 13th S.L.D. and the 17th Hussars. After a strain which lasted fully two minutes the 17th pulled their opponents over the mark.

The following Instructors and Assistant Instructors were detailed for the Camp School, St. Johns, P.Q.:—

Instructors

7th Hussars, 13th S.L.D.—Capt. & Bt. Major E. L. Caldwell, R.C.D. 17th D.Y.R.C.H., E.T.M.R.—

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Lieut. L. D. Hammond, R.C.D.

Assistant Instructors

7th Hussars—Q.M.S.I. A. M. Doyle, R.C.D. (IC) and Cpl. T. Sheehy, R.C.D.

13th S.L.D.—Q.M.S.I. J. H. Dowdell, R.C.D. (IC) and L/Cpl. J. E. Lacerte, R.C.D.

17th D.Y.R.C.H.—Sgt. J. King, R.C.D. and Sgt. W. Campbell, M.M.

E.T.M.R.—Sgt. G. C. Hopkinson R.C.D., and L/Cpl. M. J. Gilmore, R.C.D.

On the departure of "A" Sqn. for the strike area, Lieut. L. D. Hammond was appointed instructor to the 7th Hussars and the 13th S.L.D.; Q.M.S.I. J. H. Dowdell, assistant instructor to the same units and Q.M.S.I. A. M. Doyle was transferred to the 17th D.Y.R.C.H. and the E.T.M.R.

Capt. M. H. A. Drury, R.C.D., took over the duties of Officer i/c Administration, D.A.A. & Q.M.G. and Camp Supply and Transport Officer.

The Letter Box.

The following is an extract from a letter received by the Editor of The Goat:—

Dear Sir,—

Will you kindly insert the following in your next issue of "The Goat"?

"The relatives of the late Pte. P. H. Short, of the Royal Canadian Regiment, wish to thank the Hospital Staff of the St. Johns Military Hospital, also the officers and men of the Royal Canadian Dragoons and other St. Johns friends, for the many kindnesses shown to him and to them during his long illness."

(Sd.) Miss Edith Short,
712 Henri Julien Ave.
Montreal.
3rd July, 1923.

The W.O's, S.-Sgts, and Sgts.,
Cavalry Barracks,
St. Johns, P.Q.

Gentlemen of the Sgts. Mess,—

I am sure I would feel derelict in my duty if I did not embrace this opportunity of returning thanks for the many acts of courtesy and the kindness I received at your hands whilst on my recent visit to St. Johns. The hospitality I received and the very cordial manner in which it was extended to me made your honorary member feel quite at home. I can assure you each and everyone that I thoroughly enjoyed my visit to your Mess and trust that in the future I may be permitted to again repeat



(Copy of a photo found on the camp grounds, after the departure of the troops.)

my visit. The latch string of my home is always on the outside to my friends of the St. Johns Sgts. Mess.

Sincerely yours,
Wm. S. Lee.

Apropos "The Dragoon's Lament" published in the last issue of "The Goat." The following verses have been sent to this office, the writer evidently wishes to remain "incognito" as there was no signature attached to the copy:—

I was sitting in a shady place, the day was very hot;
I was making my usual monthly perusal of "The Goat."
I got through the many items until at last I came
To an article which told about a Dragoon gone insane.
I read through his sad lament and to me it did seem
He had lost his reason waiting for a cold tap to spout steam.
I thought, alas, it must be true, a tear fell from my eye;
To think of a Dragoon, who'd chase hot water in July.
My thoughts did turn to clear cold beer as I was sitting there,
And wishing that I was wrapt in nothing but a prayer.

Two farmers had been visiting some friends in the camp on Dominion Day. They had a drive of five miles before them, and it was a very dark night but the horse knew his way. Side by side they sat in the cart and went along at a spanking pace. At length they swung round a sharp turn in a most alarming manner, missing an obstruction by an inch or two. "Gently, George; gently round the corner, old man," murmured Bill. George grinned. "What! Haven't you got the reins either?" he said.

Equitation.

The scene is a School of Instruction set in a valley of green fields bordered by files of plummy poplars and by the Richelieu River. In the centre of one field is a 'manege'. In the centre of the 'manege' stands the villain of the piece, the riding instructor. He wears a crown on his sleeve, tight breeches, puttees, vicious spurs and a moustache. His right hand toys with a whip, his left with his moustache. He looks like 'Nemo' the lion-tamer, about to put his man-eating chums through hoops of fire. His Victims, a dozen attached officers, circle slowly round the manege. They are mounted on disillusioned cavalry horses, who have been in the service since the early days of the war, and know a thing or two. Now and then they wink at the Instructor and he winks back at them.

The only spectators are an old Habitant, whose job appears to be to brush flies off an old cow in the next field; a couple of Padres from the College, who keep at long range so that they may see the sport without hearing the language. Suddenly the Instructor clears his throat. At the sound thereof the horses cock their ears and their riders grab handfuls of leather. Hence the type known as the 'Clutching Hand.'

Instructor — "Now, gentlemen, mind the word. Gently away—Tra-a-a-at." The horses break into a slow jog-trot and the cavaliers into a cold perspiration. Instr.—"Sit down, sit up, hollow your backs, keep the hands down backs foremost, even pace. Number Tow, Sir, Hollow your back; don't sit hunched up like you'd over-ate yourself. Number Seven, don't throw yourself about in that manner, you'll miss the saddle altogether presently, coming down—can't expect the horse to catch you every time." "Number Three, don't flap your elbows like a hen; you haven't laid an egg have you?" Hollow your backs, heads up, heels down, four feet from nose to croup. "Number One, keep your feet back, you'll be kicking that mare's teeth out. Come down off his head, Number Seven; this is not a monkey-house." Keep a light and even feeling on both reins, back of the hands foremost, four feet from nose to croup. "Leave go that mare's tail, Number Seven; you're going, not coming, any anyhow that mare likes to keep her tail to herself. You've upset her now, the tears are streaming down her face—have a bit of feeling for a poor dumb beast. "Hollow your backs, even pace, grip from the knees up, shorten your reins, four

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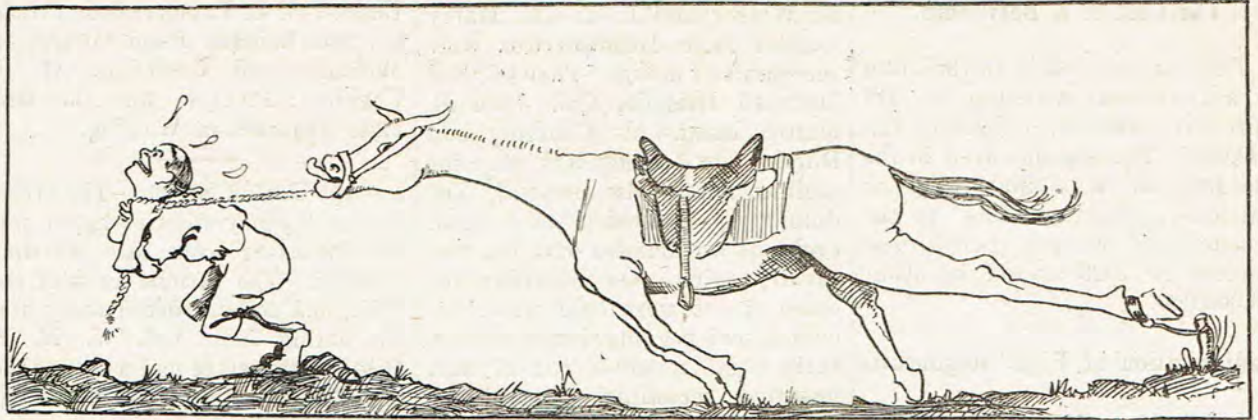
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feet from nose to croup. Number Eight, restrain yourself, Sir, you're not shadow boxing, you know. You too, Number Nine, if you don't calm your action a bit you'll burst something. Now, remember, a light feeling of the right rein and a pressure of the left leg. Ride-wa-a-alk! Ri-tur-r-rn! Halt—Prepare to S'mount—s'mount! Dismount, I said, Number Five; that means get down. No, don't dismount on the flat of your back, Sir, it doesn't look nice. Try to remember you're an officer and be more dignified. Now listen to me while I enumerate the parts of a horse in language so simple any blinking fool can understand. This'll be useful to you, for if you ever have a horse to deal with and he loses one of his parts you'll know how to indent for a new one. "The horse has two ends, a fore-end—so called from its tendency to go first, and a hind-end or rear rank. The horse is provided with two legs at each end, which can easily be distinguished, the fore legs being straight and the hind legs having kinks in them. As the horse does seventy-five per cent. of his dirty work with his hind legs it is advisable to keep clear of them, rail them off or strap boxing gloves on them. The legs of the horse are very delicate and liable to crock up, so do not try to trim off any unsightly knobs that may appear on them with an axe—a little of that has been known to spoil a horse for good. Next we come to the head. On the south side of the head we discover the mouth. The horse's mouth was constructed for mincing his food, also for his rider to hang on by. As the horse does the other forty-five per cent. of his dirty work with his mouth it is advisable to stand clear of that as well. In fact, what with his mouth at one end and his hind legs at the other, the middle of the horse is about the only safe spot, and 'That is Why We Place the Saddle There.' Everything in the Army is done with a reason, Gentlemen.

"And now, Number Ten, tell me what coloured horse you are riding?" "A chestnut? No, he is not a chestnut and never was; no, nor a raspberry roan either; he's a bay. How often must I tell you that a chestnut horse is the colour of Frontenac ale, a brown horse is the colour of draught ale, and a black horse the colour of stout." And now, gentlemen, Stan' to your horses, pare to mount—Mount! "There you go, Number Seven, up one side and down the other. Try to stop in the saddle for a minute, if only for the view. You'll get yourself hurt one of these days dashing about all over the horse

Some of the troops had great difficulty in getting their horses to leave the lines.



Cavalry School Camp, St. Johns, Que.

like that; and suppose you were to break your neck, who'd get into trouble? Me! not you. Have a bit of consideration for other people, please. "Now mind the word. Ride—ri-tur-r-rn. Walk march. Tr-a-a-at. Elbows slightly touching the sides—your sides, not the horse's, Number Three. Shorten your reins, heels down, heads up, hollow your backs, four feet from nose to croup. "Get off that mare's neck, Number Seven, and try riding in the saddle for a change; it'll be more comfortable for everybody. You ought to do Tom Mix stunts for the movies, Number Six, people would pay money to see you ride a horse upside down like that. You must have a strain of Cossack blood in you. There you are, fallen off again. Nice way to repay me for all the patience and time I've given you! What are you lying there for? Daydreaming? I suppose you are going to tell me you are hurt? Be writing home to Mother about it next: 'Dear Ma, A wild bronco has trod on my stomach. Please send me a mustard-plaster. Your loving child, Percy.'

"Now mind the word. Ride—Can-ter!" He cracks his whip; the horses throw up their heads and break into a canter; the cavaliers turn a pea-green about the chops, let go the reins and clutch the front-arches. More of the Clutching Hand. The leading horse a rakish chestnut, finding his head free at last and being heartily fed up with the whole business, suddenly bolts out of the manege and legs it across the field for stables. His eleven mates stream in his wake, emptying saddles as they go. The deserted riding instructor damns his eyes, and blesses his soul for a few moments; then sighs resignedly, takes a pipe from his pocket, lights it, and strolls off to the Mess.

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Mechanical Aid.

The progressive elimination of the horse for haulage purposes will be well marked during the next two years. Already the decision is made that divisional trains in the field shall be mechanized. A light three hundred weight lorry with pneumatic tyres will be introduced. This type will be provided on a civil subsidy plan.

Mechanical transport for Field Artillery is also progressing under trial, and it will be interesting to know if our experts come to the American conclusion that petrol cannot wholly supplant the horse for artillery needs. A new light tank has passed the experimental stage and will make its appearance. The tanks are to be armed with a 3 pr. quick-firer and also a 15 pr.

three inch howitzer for firing shell. A reduction in the personnel of the Royal Corps of Signals is foreshadowed by the coming issue to all units of modern wireless equipment.

The New Numbers.

Lord Derby, in the Estimates memorandum, expressed the hope that after 4 years of recasting the Army will now be able to settle down on permanent lines. The strength of the British army for 1923-1924 is as follows:—

Cavalry	12,831
Artillery	36,079
Engineers	9,504
Infantry	125,291
Other Units	41,940
Native Unites	16,264
Total	241,909

Cavalry, Infantry, and Artillery Units' Cost.

The annual unit cost for which provision is made in Army Estimates, 1922-1923, is as follows:—
Regiment of Cavalry of the line at home (520 all ranks) £125,660.
Battalion of Infantry of the line

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at home (756 all ranks) £156,900.
 Brigade of Royal Field Artillery
 at home (563 all ranks), £140,200.

The Cost of a Battleship.

The cost involved in the building of a first-class battleship in 1914 (pre-war) was approximately £2,500,000. The cost involved in the building of a similar type of battleship, corresponding to the labour and material prices now current in 1923, would be about £3,300,000.

Indianisation of Eight Regiments.

The eight Regiments selected for Indianisation are:—The 7th and 16th Light Cavalry; the 21st Madras Pioneers; the 4th Bn. 19th Hyderabad Regiment; the 5th (Royal) Bn. 5th Mahratta Light Infantry; the 1st Bn. 7th Rajputs; the 1st Bn. 14th Punjab Regiment, and the 2nd Bn. 1st Punjab Regiment.

By-Town Bits.

(By Bill Blue.)

P.L.D.G. Camp.—The outstanding military event of the month of June was the annual camp of The Princess Louise Dragoon Guards. The regiment less C squadron trained for nine days at Connaught Ranges, commencing on the 13th of June. Beautiful weather was the order until the last day when the troops rode 14 miles in a torrential downpour that wet the uniforms, but not the spirits of the men. Lieut.-Col. L. P. Sherwood was in command with a full staff. Major Frank Sawers, M.C., R.C.D. and S.S.M. T. A. Aisthorpe, R.C.D. were in camp as instructors and assisted in every way possible to make the work a success. The regiment had all they wanted in the way of food and rations for the horses. All supplies were contracted for by the regiment and the allowance was drawn in lieu. On Friday of the week Major Gen. J. H. MacBrien accompanied by Major General Ashton and Capt. Stewart Bate, inspected the camp and watched the regiment at work. On Saturday morning the pukka inspection took place and the regiment went past in review order in front of Major Gen. J. H. Elmsley and Lieut.-Col. F. O. Hodgins. The two squadrons each did squadron drill and dismounted action for the inspecting officer. General Elmsley congratulated the commanding officer on the excellence of the work performed by the regiment in the field and on the condition of the lines and the interior economy in general.

On Friday evening the officers entertained at a dinner at which Col. W. W. P. Gibsons, Col. J. Sutherland Brown, Lieut.-Col. W. K. Walker and Lieut.-Col. Harry Coghill from Headquarters were the guests of honor. The O.C. 2nd Mounted Brigade, Col. John R. Munro, Lieut.-Cols. Courtney and Burritt, ex-commanders of the regiment, were also present. The dinner was a decided success and everyone was imbued with the true cavalry spirit. On Saturday the camp sports were held which included tent pegging, lemon slicing, turks head, mounted tug of war, mounted wrestling, foot races, three-legged races, etc., were put on. A large number of friends of the regiment motored out from town and at the conclusion of the sports attended an At Home given by the officers of the regiment.

The permanent standing for horses are badly needed and if it is the intention to send mounted troops there next year this should be attended to at once. The ground is blue clay and a half hour's rain would make it a dirty piece of land.

The 3rd F.C.C.E. were in camp over the week end under command of Major F. C. Emra. They put in the time siteing trenches and building a motor boat wharf near the camp. A good ferry service between the camp and Aylmer, Que., would make it a little more accessible to the general public.

The inter-squadron cup for rifle shooting was won by A. Squadron. This squadron was also adjudged the better of the two. The points included attendance, musketry, drill, squadron lines, dress, and equipment. B. Squadron won the best troop and best section prize. A. Squadron was commanded by Major Charles Olmstead, D.C.M., M.M. Major Olmstead will be remembered by those who were in the R.C.D. in France. C. Squadron of the regiment will commence their training at Pembroke on the 12th inst. It was intended to attach them to B. Squadron R.C.D., at Petawawa for the training period, but the moving of the P.F. units to the east has caused the cancellation of this project.

On Deck.—The new Adjutant General, Major General Henri Panet, has taken up residence in Ottawa.

House Prorogues.—Shorn of the customary glamour that attends the opening of Parliament, the House of Commons ceased its labours on the 30th of June. A guard of honor from the G.G.F.G., was the only duty the Ottawa Gar-

rison were asked to supply. The Governor-General, Lord Byng of Vimy, was attended by his personal staff and honorary A.D.C.'s. Lieut.-Col. L. P. Sherwood, P.L.D. G., was Brigade Field Officer in Waiting, and Lieut.-Col. H. J. Coghill, P.P.C.L.I., was the Brigade Adjutant in Waiting.

Cape Breton Strike.—The strike in the Sydney district again put Headquarters back into wartime activity. The various units of the P.F., had to be ordered away and the acting A.G., Col. W. W. P. Gibsons and staff had a busy time of it for a few days. As was usual in wartime and also last year an orderly officer is on duty both day and night for the purpose of decoding communiques as they arrive from the scene of the trouble.

Week-end Camps.—Both the G.G.F.G. and the 38th Ottawa Regiment had a week end camp at Rockcliffe Ranges. This forms a part of their training. The Guards were under command of Lieut.-Col. R. F. Parkinson, D.S.O. and the 38th under Major W. S. Wood, D.S.O.

Leaves Ottawa.—Lieut.-Col. E. A. Olver, D.S.O., the popular commanding officer of the 38th Regt., has been moved to Toronto by the Imperial Oil Co., having been appointed sales manager for the Province of Ontario. This will result in Col. Olver giving up command of his regiment. Col. Olver has had service in the militia for over twenty years and previous to the war served with the 43rd Ottawa Regt. He served overseas with the 38th Batt. C.E.F., as quartermaster with the rank of Major.

Battery Tactics.—For the last two months an average of two batteries a week lay over in Ottawa between trains, on their way to or from Petawawa. The intelligence section of the artillery command seems to have been working overtime for it is a usual thing to see the battery personnel on a little detached work looking over positions to the north of the Ottawa river. Several good O. Pips have been discovered by the discerning Battery Commanders and staff. Henry's salient seems to be a favorite position and some good hits have been observed from this strong point. The ammunition supplied seems to be quite satisfactory to all the gunners and some is said to contain quite a high percentage of t.n.t. and several good bursts have been the order of the day. Some submarines must have been reported as a few of the bright ones have been observed making a five degree zig zag to

port and starboard on the return trip.

The Jolly Tars.—The first batch of recruits of the Ottawa half company Royal Canadian Volunteer Naval Reserve to undergo their training left the city on Sunday the 8th for Halifax, where they will be attached to the Canadian Navy. A second detachment will leave two weeks later. Lieut. Shipley is in charge of the Ottawa detachment with Sub. Lieut. Burton Burney as his assistant. First Class P.O. Prendergast was in charge of the first detachment to leave.

TOBACCO'S EFFECT TESTED

Medical Men Find That Smoking Aids Digestion.

That smoking may be regarded as an aid to digestion was indicated by Dr. J. W. Crane in an address delivered recently to a Western University audience at London, Ont. Dr. Crane said that he had at one time advised his students not to use tobacco, believing it weakened digestion, but tests had shown that the saliva of a smoker digested starch better than that of a non-smoker. Starch is a constituent of many foods.

From another point of view Sir James Cantlie, the renowned British medical authority, also regards tobacco as an aid to digestion. "Tobacco," says Sir James, "has its good effects in digestion, in lessening the effects of worry."

An Irishman was newly employed at a lumber office. The proprietors of the company were young men and decided to have some fun with the new Irish hand. Patrick was duly left in charge of the office, with instructions to take all orders which might come in during their absence. Going to a near-by drug store they proceeded to call up the lumber company's office and the following conversation ensued:

"Hello! Is this the East Side Lumber Company?"

"Yes, sir. And what would you be having?"

"Take an order, will you?"

"Sure. That's what I'm here for."

"Please send us up a thousand knot-holes."

"What's that?"

"One thousand knotholes."

"Well, now, an' aint that a blinking shame, I'm sorry, but we are just out of them."

"How's that?"

"Just sold them all to a new brewery."

"To the brewery? What do they want with them?"

"Be Jabers, an' they use them for bung-holes in barrels."



Cavalry Camp School.

Dismounted Sports — Saturday, June 30th.

On Saturday afternoon, June 30th, the Active Militia in camp staged a field day and each event was well contested, everybody digging in and doing their utmost, so much so that in one tug of war pull the rope failed to stand the strain and the teams were spilled on their backs. The Sports Committee, consisting of Capt. Drury, R.C.D., Lt. McAuley, 7th Hussars, Lt. Benson, S.L.D., Lt. Johnson, D.Y.C.H. and Lt. Burleigh, E.T.M.R., worked hard and deserve much praise for the outcome of their efforts. Q.M.S.I. Dowdell made an efficient starter.

Judges for the day were Lt. Colonel Wilcox, E.T.M.R.; Lt. Col. Gill, M.C., 17th D.Y.R.C.H.; Lt. Col. Farnsworth, 7th Hussars; Major D. B. Bowie, D.S.O., R.C.D., and Major McClintock, 13th S.L.D.

The following are the events and the winners:—

100 yards—1, Pte. Benton, R.C.D.; 2, Pte. Mercier, R.C.D.

Broad Jump—1, Sergt. Cahoon, E.T.M.R.; 2, Lt. Wooley, 7th Hrs.

Wheelbarrow race—Cruise and Mathews, 17th D.Y.R.C.H.

Tug of War—Not decided yet.

Putting the shot—1, Lt. MacAuley, 7th Hrs.; 2, R.S.M. Hamilton.

Half mile race—1, Sergt. Morrison, E.T.M.R.; 2, Pte. Mercier, R.C.D.; 3, Sgt. Cahoon, E.T.M.R.

Three-legged race—1, S.S.M. Fortin and S.Q.M.S. Ricard, 13th S.L.D.

Tug of War, officers—Won by 7th Hussars.

Throwing baseball — 1, Lieut. Wooley, 7th Hrs.; 2, Sgt. Morris, 17th.

Relay race—1, E.T.M.R.; 2, 7th, and 3, R.C.D.

Brigadier General C. J. Armstrong, C.B., C.M.G., Camp Commandant, was an interested spectator and heartily congratulated the various winners. As the event had not been made well known in the city there was not as large a crowd of spectators as might have been but lack of numbers was made up in enthusiasm and applause from those who were there.

The Challenge Cup presented by Lt. Col. E. Gill, M.C., 17th D.Y.R.

C.H., was won by the 7th Hussars with 13 points, the E.T.M.R. being a close second with 12 points.

Mounted Sports—Saturday, July 7th.

- 1.—Flat race.
- 2.—V.C. race.
- 3.—Wrestling on horseback.
- 4.—Alarm race.
- 5.—Bare back race (ride to flag and lead back).
- 6.—Potato race.
- 7.—Wrestling on horseback.—

Finals.
Judges—Lt. Colonel Wilcox, E.T.M.R.; Lt. Col. Gill, M.C., 17th D.Y.R.C.H.; Lt. Col. Farnsworth, 7th Hussars; Major MacClintock, 13th S.L.D.; Capt. Drinkwater, R.O., 17th D.Y.R.C.H.

A cup was presented by Capt. Drinkwater, R.O., 17th D.Y.R.C.H., for the highest aggregate points to be awarded as follows:

Wrestling on horseback, 2 points for each man on winning team, 1 point for each man on second team. Other events—1st, 3 points, 2nd, 2 points; 3rd, 1 point.

All the events were strenuously contested and after the Judges had summed up the scores of the different competitors the Cup was awarded to Cpl. Cruise, 17th D.Y.R.C.H.

"A" SQN. R.C.D. AQUATIC SPORTS.

On Monday afternoon, July 2nd, the Royal Canadian Dragoons held their annual water sports and as the entries were not limited to the Dragoons, a number of the Active Militia in camp as well as members of the Yacht Club participated, making a most interesting afternoon, each event on the programme being closely contested, giving the judges plenty of work, as in some instances a hair's breadth separated the competitors. This was particularly noticeable in the high diving competition, and Gordon and McLennan were sent back for a fourth dive in order to break the tie, the decision going to Gordon by the narrowest margin.

Owing to the football match being a bit late in starting in the morning, the start of the afternoon events was held back nearly an hour, but nevertheless the programme was run off with the promptness for which the Drags.

are noted and by five thirty Brigadier General Armstrong, C.B., C.M.G., who had kindly consented to present the prizes for both the Saturday afternoon and the Monday sports, had finished his task and spectators and competitors were on their way to their homes and camp.

The various events were:—

50 yards—1, Lt. Hamlet, 17th Hrs.; 2, J. Johnston, 7th Hrs.; 3, Lt. Hammond, R.C.D.

Long plunges—1, Lt. Hamlet, 17th Hrs.; 2, Pte. Gordon, R.C.D.

Boys' race—1, L. O'Connell; 2, W. Churchward; 3, H. Mochon.

Longest under water—1, J. Johnston, 7th Hrs.; 2, Pte. Duffy, R.C.D.

100 yards—J. Johnston, 7th Hrs.; 22, C. Campbell, 7th Hrs.; 3, H. Connolly, 13th Drags.

Umbrella race—Owing to scarcity of "brellas" this race was in heats and resulted in W. Johnston, 7th Hrs. getting 1st, and Pte. Gordon, R.C.D., 2nd.

High diving—1, Pte. Gordon, R.C.D.; 2, McLelland, 17th Hrs.; 3, R. J. Moore, Yacht Club.

Ladies' race—1, Miss Nan Mills; 2, Miss K. Duval; 3, Miss C. Duval.

Back stroke—1, McLelland, 17th Hrs.; 2, J. Johnston, 7th Hrs.

Life Saving — Lundy and Churchward.

Greasy Pole—J. Johnston, 7th Hrs.; Churchward, Yacht Club; Connolly, 13th S.L.D.

Long Distance—1, Pte. Philips, R.C.D.; 2, J. Johnston, 7th Hrs., and 3, Pte. Shaw, R.C.D.

Some fine fancy diving was then put on by Staff Sergt. Ellis and a couple of the R.C.D., which elicited well merited applause from the spectators.

As usual the greasy pole afforded the most amusement and the acrobatic feats of the competitors in their endeavor to stay on drew gales of laughter from the large crowd of friends and others who filled the front of the Yacht Club and the pier, the use of which had

been kindly given by the Directors of the Yacht Club.

A perfect day and no accidents combined to make this year's competition most enjoyable.

In the Life Saving event one of the would-be savers nearly drowned the lad he was supposed to save, the latter after being shoved under water half a dozen times, slipped away from his rescuer and swam ashore with a hurt look on his face. The crowd enjoyed the attempt.

In the longest under water the judges had practically arrived at a decision, as they thought all had come up, when away out near the end of the pier a head suddenly popped up. After the judges had got their breath they found out that the long distance gent was one Johnston of the 7th. Johnston established a record for these diggings.

NATIONAL BREWERY TOO MUCH FOR DRAGOONS.

Saturday afternoon, June 23rd, a number of beermen playing soccer under the title of the National Brewery team, came out to St. Johns and took the measure of a badly crippled team of the Dragoons, who were short several of their best men. The score at the finish was three to nothing, but at that the Drags. put up a stiff game.

One of the visitors unfortunately met with a rather serious accident, having several ribs broken. He was treated on the field and not responding was taken on a stretcher to the military hospital, where he was properly fixed up. He was detained in hospital over the week end.

The visitors evidently thought St. Johns was a dry town for they brought a couple of barrels of "something" (not having tasted it the scribe cannot say it was beer) but whatever it was the delivery end of the auto truck which brought it was a mighty popular spot during the afternoon.



"Some Horses did not like their Riders."
Cavalry School Camp, St. Johns, Que.

NOTES AT RANDOM.

The Washington Bureau of Chemistry claims to have discovered a substitute for coffee. Many restaurants have been using one for years.

A new road-mahine now being tested is capable of tearing up and removing a ton of earth at each operation. We fancy we have seen some of the golfers, of the St. Johns Golf Club, from whom the inventor got his idea.

The British War Debt contribution paid to the U.S.A. recently was fifteen million pounds. There is some consolation in the thought that this is something British that got past Ellis Island.

A New York journal is endeavouring to coin a new name for the inhabitants of the United States, to replace the word "American." Passengers on British vessels suffering from Prohibition within the three mile limit have thought of quite a number of good ones; but most of them are too pictorial.

A golf ball driven through a bedroom window in a house in England knocked over a candle and set fire to the room. With great presence of mind the golfer is said to have played another ball, smashed a fire alarm glass in the neighbourhood and so summoned the brigade. Some (S)Mashi(e)ng.

A Squadron of American warships is visiting the Clyde. Its object is, of course, to bottle the Glasgow whiskey fleet in its base.

Glancing through the pages of an American magazine I noticed the following interesting advertisement. "One piece bathing suits, man cut and full-fashioned so carefully that there isn't a saggy place in silhouette as Phyllis, back-flips or Jack-knife—nor a hindering wrinkle in the water."

It was fortunate for Columbus that he discovered America before Ellis Island came into being.

Women as a rule are afraid of humour, says a writer in a Daily paper. He seems to have forgotten the monumental joke played on Adam by his lady friend.

A French tailor has danced, practically continuously, for over twenty-four hours. Our tailor never seems to feel like that.

Major General Sir Philip R. Robertson, K.C.B., who is retiring shortly from the command of the



On Sunday.

I.

When you cannot find your jacket
And your cap is flattened out.
When you've lost your button
polish,

And your razor's up the spout.
When your puttees wont stay
fastened,

Tho you've coaxed and cried and
prayed,
You can bet your bottom dollar
That you're bound for Church
Parade.

II.

In a stiff backed pew they place
you,
There you fidget, doze and fret,

And you wake up disappointed,
For the parson's going yet.
When at last the sermon's over,
And the final hymn is played,
You have lost all the religion,
That you brought on Church
Parade.

III.

They would make you fit for
Heaven,
So it's surely strange to tell,
Getting ready for the journey,
Makes you nearly fit for H——.
Your heart is hot and angry,
When it should be mild and staid,
Sure, you're just a bloomin'
heathen,
When you're out on Church
Parade.

"ALI BABA."

52nd Lowland Division, belongs to a family who have all "followed the drums." His father served the whole of his regimental career in the Highland Light Infantry, while all Sir Philip's regimental

service was in the Cameronians. It is understood that Sir Philip will now end his military career, although he will still remain Colonel-in-Chief of the Cameronians.

Get your musical instruments such as Violins, Banjos, Mandolins, Guitars, Accordeons, Mouth Organs, etc., at

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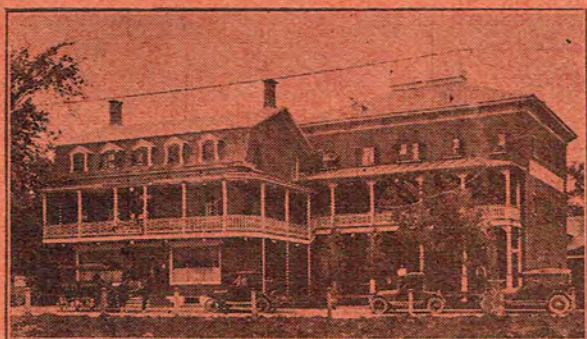
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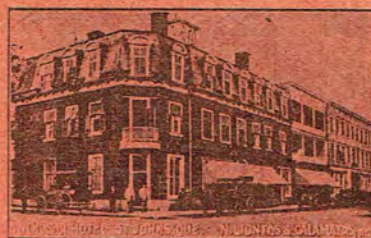
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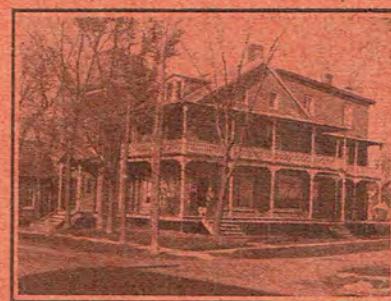
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